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**From:** Lvjet [REDACTED] >  
**Sent:** Monday, November 28, 2011 3:12 AM  
**To:** jeevacation@gmail.com; [REDACTED]  
**Subject:** B727 update

Jeffrey,

Terak from Qatar told me that his chairman will be in West Palm Beach on December 3rd to view the Boeing 727 and possibly take a demo flight. Chicago was mentioned as a possible destination. No firm demo flight date has been established. I will gain your approval first.

I will have more info early this week. Don Bass and Terak requested a 4 year maintenance budget from Larry Morrison. Here is the email that Morrison prepared. It has not been sent to buye. only fwd to Don Bass, at this time.

Dear Don,

Per your request, and as follow up to our teleconference last week, please see the following maintenance projections. While reviewing, please keep in mind that these are only projected estimates, and do not include line maintenance and normal wear items. As well, keep in mind that these projections are based on average findings and do not include extenuating circumstances.

January 2012: C 2C Check (General Description: Inspection Below Galleys, Lavatory's and Emergency Exits, Forward and Aft Wing Spars) Estimated Cost: \$420,000 3 weeks down time

February 2013: Lower Lobe and Bilge Inspection: (General Description: Requires removal and installation of Auxiliary Fuel Tank System / History of this aircraft has had minimal findings in these zones, however, the removal and installation of the tank system is labor intensive, 36mo. recurring). \$300,000 3 weeks down time (note: all eleven fuel cells were overhauled at last removal, thus cell conditions should be good) .

Engine No.2 HPC AD2003-12-07 (amd. 39-13192) (8 yr recurring) (Due 7/27/2013) \$350,000. 4 weeks down time (however there are exchange options available for the -7B engine).

February 2014: C Check (General Description: Two year items) Estimated Cost \$175,000 2 weeks down time. Engines No.1 and No.3 HPC AD 2003-16-05 (amd.39-3258) (9 yr recurring) \$350,000 each, 4 weeks down time (note: Lease as well as exchange engines are difficult to come by do to intermediate case modifications required for the Super 27. In addition exchange engines are not recommended do to the very low hours and cycles on the current set of engines). I hope this helps to define the upcoming major maintenance events for 908JE. Once the 2014 Maintenance is complete the aircraft will be back on schedule with the MSG3 multiple of two program. In essence, all subsequent checks will be every 24 months, the following being 2016.

Best Regards,  
Larry Morrison  
Director of Maintenance / JEGER Inc.